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9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
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9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
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1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
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4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
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Ho g'conr. 3rd December, 1902. [a3281]

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Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a183]

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[a-41787]

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Hongkong, 20th December, 1902. [10]

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The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 5th March, 1903.

It is becoming perfectly clear that the hope expressed by the leading English papers that the Government will not permit itself to be quietly ousted from its position in southern Persia, as it practically has been in northern China, was not uttered a day too soon. The ways of Russia are perfectly well known; like all Powers that have essayed the part of mere conquerors without the preliminaries of civilising the subject peoples, she has found that the further she advances, the greater is the need for strengthening her already over-extended frontiers. It was precisely this discovery of the danger of an active enemy on her western frontier that impelled the first DARIUS, probably against his will, to undertake the conquest of Greece. Had Persia stopped short before the conquest of Egypt brought her into hostile relations with the Grecian States, she would have been able to consolidate her conquests in Asia Minor, and introduce the much-needed reforms into her already vast empire, but the craze of conquest was on her, and the struggle with the Greek mercenaries in the pay of the PHARAOHS, really led the way to her own eventual dismemberment at the hands of ALEXANDER THE GREAT. Russia not having taken the time, and probably not possessing the ability to develop her Central Asian conquests, before overcame with her restless ambition of still farther extending her frontiers, has been brought face to face with a situation where to advance or recede is equally fraught with danger. Like Persia of old, Russia's natural weapons are bluff and cajolery, and she will only proceed to arms in the last extremity, after she has exhausted every other means of corruption or diplomacy. She has now attained to a position wherein the further exercise of these customary arts is becoming

more and more difficult. Persia and Afghanistan are in more western Asia almost the only countries left to buy, and with England immediately on the other frontier the market price has gone up almost beyond Russia's abilities. China and Korea are quite open to bribery, but Japan and England are both of them inconveniently inquisitive, so that the opportunities are becoming rarer and rarer. Under the circumstances, Russia, as did Persia before her, has had to descend to bluff. Bluff, however, is an expensive game. Russia has long been desirous of having a powerful navy, but the more she strengthened her power at sea, the more she found that England was prepared to outbuild her; now Japan has joined England, and if Russia is ever to have anything to gain by sea power she recognises that her ability must be quickly shown, or the opportunity will be lost for ever. This of course, is the true reason of the enormous strengthening of her fleet in the Far East. For her European ambitions, her fleet is practically useless; in any offensive operations in Persia or Central Asia, it might, except as a weapon of bluff, be as well forty fathoms under the ocean. It may, nevertheless, be made use of to bluff off Japan at the crucial moment, and so incidentally become of value, even in the deserts of Central Asia.

Any war on the frontiers of India must of necessity be military; England is here mistress of the sea, but as affairs stand Russia's military force in Central Asia is at the moment weak, and Russia is too well aware of the fact to care to appeal to arms without trying what other arts can accomplish. She has consequently been trying those other measures in which long use has made her an adept; she has therefore been ostentatiously increasing her armaments, but herein she has to face many inconveniences if not positive dangers. With all her ill-will towards England, Germany has in her inmost heart, did she have but the courage to confess it to herself, a mortal terror of Russia. Germany and Austria, though bitter rivals, have at least one common bond of union, and that is their mutual suspicion of Russia, and their jealousy of any real strengthening of her land forces. The threatened increase of Russia's armies has also had another very perceptible result, in that it has impelled Great Britain to lay her hand to the task of at last really strengthening her land forces. This is of course the true secret of the debates at present going on in Parliament. If we are to engage in a contest for life and death on Asiatic soil, it will not suffice to stake our all on our Indian army. No nation that has had to depend on strangers and mercenary troops but has had ultimately to lament the loss of its independence.

We have no reason to suspect the fidelity of our Indian army; but to retain that fidelity it is necessary that we should exhibit our own ability to bear our own burdens. No brave soldier can feel other than contempt for a pusillanimous general; and no ruling race which has once lost its own fighting instincts, can retain the fidelity of its subjects. The question then of the reform of our army is intimately bound up with our capacity to rule our imperial heritage. Even if the alternative be to make Great Britain a military nation, and cajole her people into paying war rates during the time of peace, such a course, even financially, is preferable to earning the contempt of our dependencies, who will certainly in such a case repay our indifference to our own honour by taking the first opportunity of shifting their own burdens.

The body of a Chinese watchman who fell overboard from the Dock tug Fame a few days ago has been recovered at Hungfong.

Gun practice will be carried out at Stonecutters' and Belcher's on Thursday, 12th inst., commencing at about 11 a.m.

A Portuguese boy of five years met his death on Tuesday by falling over a balcony sixty feet from the ground. He was killed instantly.

The British flag ship *Abition* arrived yesterday from Amoy and the cruisers *Blenheim* and *Fearless* from Weihaiwei and Miao Bay respectively.

The total number of plague cases to date since January 1st is brought up to 43—all fatal—by yesterday's return which records a death in Wing Fung Street and another in the harbour, found on board the s.s. *Kwai Yang*.

A meeting of Justices of the Peace will be held at the Magistracy on Tuesday, 17th inst., at 2.15 p.m. to dispose of the application of Lelitia Pyle for the transfer of her adjutant license to sell and retail intoxicating liquors in the Waverley Hotel to Agnes Peter.

We have already referred in our columns to the dissatisfaction prevailing among the Post Office staff and the impending resignation of some of the old hands; we are now informed that another clerk has resigned, so that between last month and this two old hands are leaving. This frequent exodus of practical hands from the Post Office must greatly effect the utility of the service.

The *Shipping Gazette* of the 23rd January states that, in consequence of the depressed condition of the shipping trade in India, the British India Steam Navigation Co. has conveyed an intimation to some forty or fifty of its officers, now on leave in England, that it will be unable for the present to find them re-employment, and has suggested that it may be desirable for them to seek engagement elsewhere.

An European engaged a ricksha at the Adelphi Hotel, Singapore, at a rather late hour recently to take him home. The fare fell asleep in the ricksha and the coolie took him to Orange Grove Road and then robbed him of a diamond ring valued at \$250 and all his available cash, amounting to over \$60, and then made off leaving the unconscious victim of the theft fast asleep in the ricksha. The fare slept in the ricksha till the small hours of the morning, when his chambers were disturbed by a police patrol.

It was announced at a meeting of the Liverpool School of Tropical Medicine that £10,000 had been collected or promised for the endowment of the Chair of Tropical Medicine in University College, Liverpool. Major Ross, the recipient of the Nobel prize, has been elected to the professorship, and his title will be "The Sir Alfred Jones Professor of Tropical Medicine." The Marquis of Lansdowne has sent congratulations to Major Ross on his success in connection with the Nobel prize, and a resolution of congratulation was passed by the meeting.

While the export of American manufactured tobacco to the Far East has grown steadily during the past ten years, remarks the *New York Tobacco Leaf*, it has not been shared by the trade at large, but by a few enterprising houses which have reaped handsome profits for their trouble. There is no reason why this field should not be exploited upon a much larger scale by our manufacturers. The markets of the Far East are almost unlimited, and offer no serious difficulties to energetic and intelligent business men. The countries under this head—Japan, Korea, China, Indo-China, Siam and Burma—contain more than one-half the population of the globe and are devotees of the weed. Although poor, they can afford to buy the cheaper grades of tobacco.

The Tsar has ratified an agreement under which Persia abandons her *ad-valorem* import duties, substituting specific duties, and at the same time abolishes the majority of the export duties, the present system of farming the taxes, and internal transit dues. The *Standard*, commenting on the advantages secured in this agreement by Persia's northern neighbour, says that the same must, of course be claimed for Great Britain. There can be no doubt that the tightening of the Russian hold of the capital in Khokan has prejudicially affected the trade in the south; but by pushing the Quetta Railway towards the Eastern frontier of Persia, we shall prove our appreciation of the need of preventing the absorption of Southern Persia by another Power. The *Standard* adds that the security of India demands vigilance in Baluchistan.

With reference to the effort which is being made to develop Russian trade in Manchuria, a London commercial paper says:—"Two Chinese merchants from Newchwang made a journey to Russia last spring, and, after inspecting some 80 factories and workshops, chiefly at Moscow and Lutz, bought goods to the value of 8,000 roubles for the Newchwang market. Since their return further orders for some 25,000 roubles have been received in Russia. The success of this expedition has led to the formation of three companies, comprising 16 Chinese firms, to sell Russian products in Newchwang, Tientsin, Shanghai, and Dalny. Representatives of these firms, accompanied by M. Sorokin, the assistant director of Customs at Newchwang, are at present in Moscow and are trying to arrange terms with Russian manufacturers for a regular supply of goods. According to M. Sorokin, the transport difficulty is the greatest hindrance to the development of Russian trade in Manchuria. Carriage by land costs over five roubles a pood, which renders competition with English and American goods practically impossible. The journey by sea is much cheaper, about one rouble 50 copces a pood, but the goods are two months on the way."

The latest issue of the *Mercantile Guardian* received has the following:—"In the China and Japan markets a considerable improvement has taken place, and the prospects for immediate and future trade are better than they have been for some time. Within the last week large orders have been received from Japan for metals, machinery and locomotives. The Government, though they have been checked for some time in their expenditure for want of gold, are evidently bent upon developing all the resources of their country. Some good orders have been placed for steel plates, bars and iron, and one of our leading firms placed an order a few days ago for 30 locomotive engines for the Nippon Railway of Japan, 21 of which go to British makers, probably a large Glasgow firm, and eight to German makers. Both British and German makes were specified. A contract for 7,000 tons of rails has been secured for Japan, the order, we understand, going to Messrs. Bolckow, Vaughan and Co., Limited, Middlesbrough. Considerable quantities of pig iron (Redcar No. 3) have been booked for Japan during the last few weeks, and in consequence of this and the shipments that continue to be made to America, prices have advanced and are likely to go higher. The Continental makers have advanced the price of bar iron 2s. 6d. per ton during the week."

The Municipality of Colombo has put a tax on bicycles on the ground that the machine is a luxury.

The daily report issued from the Observatory yesterday stated that the monsoon would probably set in again over the Formosa Channel during the ensuing twenty-four hours.

Singapore has been having very dismal weather lately. Floods have been frequent in various low-lying parts of the town, and the heavy rains have played havoc with the roads—especially those composed of laterite. In Kramat Road, off Orchard Road, fire shop-houses which had just been erected succumbed to the elements and collapsed with a crash, but fortunately no one was hurt. A heavy swell prevailed in the harbour last week and incoming skippers reported bad weather outside. The rain squalls were so bad that H.M.S. *Madine* sent down her topmasts, a rare thing for a vessel to do in Singapore harbour, remarks the *Straits Times*.

Mr. Domestrian C. Boulger, writing in the *Contemporary Review* on "Railways in China" refers to the agreement signed a couple of months ago for the construction of the Shanghai-Nanking railway, and describes the project as the most important and the most likely to prove pregnant of durable results in the evolution of China. Politically and commercially, he says, it is impossible to conceive a more important enterprise, and if the mercantile community in China and the British investor at home will take full and prompt advantage of the concessions secured they will be adopting the surest course to establish on a firm basis the predominance of influence to which we are entitled in the Yangtze Valley.

FOOTBALL.

This afternoon on the Happy Valley, in the semi-final for the Football Shield, H.M.S. *Glory* will play H.M.S. *Ocean*. Kick-off at four o'clock. This is expected to be a very fine match. The final will be played on Saturday at 4 p.m. Lady Blake has kindly consented to present the Shield and medals to the winning team in the final on Saturday next. Extra seating accommodation will be provided. It is expected that about 5,000 people will attend.

THE POST OFFICE.

Among the passengers who left yesterday by the German mail s.s. *Preussen* was Mr. E. Cornwall Lewis who since the death of Captain Hastings has acted as Postmaster. During his tenure of that office Mr. Lewis carried out the work of his department with every acceptance to the public and was one of the most popular Government servants in the Colony. Although he has been in very poor health for some months past, he stuck to his post until the new Postmaster came to relieve him. Now Mr. Lewis goes on well-earned holiday. His London address is 91, Park Lane, Stoke Newington, N. It is questionable whether he will come back to Hongkong. His many friends here would welcome his return. General satisfaction would be felt however if the Postal authorities repaid his long and faithful services by appointing Mr. Lewis to that higher position which these services entitle him to.

WRECK OF THE "BINH THUAN."

The *Straits Times* of the 25th ult. says:—"The French steamer *Binh Thuan*, bound from Hongkong for Saigon with cargo, and some \$200,000 belonging to the Hongkong and Shanghai Bank, has run upon the north end of Cape Varella where she now lies. Cape Varella is a nasty, treacherous piece of coast during the north-east monsoon. On the *Binh Thuan*'s maiden voyage to China last year, in Singapore harbour, the steamer's gig capsized and the captain was drowned."

PREVENTION OF EPIDEMICS.

A Government notification has been issued containing an order issued by the Local Government Board amending the regulations of 1896 for the prevention of the spread of cholera, yellow fever and plague and providing for the display of a night signal as well as a day signal by the master of every ship infected with any of these diseases.

The master of every ship infected with cholera, yellow fever or plague shall when the ship is within three miles of the coast of any part of England or Wales, or is within the limits of a Port, cause to be hoisted—(1) At the masthead or where it can be best seen, during the whole of the time between sunrise and sunset, a day signal, consisting of a large flag of yellow and black borne quarterly; or (2) At the peak or other conspicuous place where it can be best seen, and at a height of not less than twenty feet above the hull of the ship, during the whole of the time between sunset and sunrise, a night signal, consisting of three lights, which shall be arranged, at a distance of not less than six feet apart, in the form of an equilateral triangle, and of which the light at the apex of the triangle shall be white, and the other lights at the ends of the base of the triangle shall be red in colour. No person (other than an officer of Customs or a person acting in the execution of this order) shall leave the aforesaid ship until after the visit of the officer of Customs or until after the visit of the Medical Officer of Health.

Readers of the *Saturday Review* have been recording domestic experiences lately. An Archdeacon's wife regards hers as unique. "A butler was to be interviewed," she writes. "At the time appointed for mutual inspection a visiting card was brought me, copper-plated, as follows: Edward Robinson, Esq. I did not trouble Mr. Robinson to come upstairs, but thought the 21st cost me to bring him up from the country very well expended."

TELEGRAMS.

REUTER'S SERVICE.

THE SOMALILAND EXPEDITION.

London, 1st March.

Col. Swann has occupied Damu, forty miles North of Bohotla.

THE RECENT GALE.

London, 1st March.

H.M.S. *Resolution* had a terrific experience in the recent gale; she left Holyhead on Thursday morning and reached Plymouth yesterday afternoon with her steering gear broken down, and many repairs are necessary.The *Lucania* was unable to land her passengers at Queenstown, and proceeded to Liverpool.

London, 2nd March.

Divers have found that H.M.S. *Resolution* lost her rudder entirely in the recent gale.

MACEDONIA.

London, 2nd March.

Hilmi Pasha has been appointed Inspector-General of Macedonia to supervise reforms.

RUSSIA.

London, 2nd March.

It is understood at St. Petersburg that M. Pokotiloff, Manager of the Russo-Chinese Bank in Peking, will replace M. Tatishcheff as Russia's Financial Agent in London, while M. Tatishcheff will be appointed to a post in the Ministry of the Interior.

THE HEALTH OF THE POPE.

London, 2nd March.

Some anxiety is felt concerning the health of the Pope who is receiving Jubilee deputations with manifest difficulty.

NAVAL.

London, 2nd March.

H.M.S. *Collingwood* has proved to be in a leaky condition on entering Plymouth.

THE BROUGH COMPANY.

The second and last performance of *The Magistrate* was attended by an audience that completely filled the Theatre last night.

This evening and to-morrow *Sowing the Wind* will be the attraction, with Mrs. Brough as Rosamond and Mr. Brough as Mr. Brabazon. Mr. Brabazon, a gentleman of Sydney Grundy's creation, who lived about 60 years ago, sowed the wind and reaped the whirlwind. "To the man be the honour and to the woman the shame" is one of the strong features of the story of the all-absorbing and powerful play *Sowing the Wind*, which by good judges is looked upon as Sydney Grundy's best work. After having lived in the memory of our playgoers for four years the piece will be revived by the Brough Company at the Theatre Royal this evening, and it is sure to meet with an enthusiastic reception. During the various season the Broughs have given us nothing better than the third act of *Sowing the Wind*. The following will be the complete cast of characters:—

Mr. Brabazon (a widower) Mr. Brough
Mr. Watkin (a Bachelor) Mr. McIntyre
Mr. Ampley Mr. W. T. Lewis
Lord Pemberton Mr. O'Connell
Sir Richard (a minor) Mr. Ernest Vere
Mr. Deakin (Attorney-at-Law) Mr. Percy Walsh
Osney (a Butler) Mr. M. McLean
John (a Valet) Mr. H. H. H. H.
Hon. Mrs. Fremont Miss Temple
Maud Fremont Miss Brenda Gibson
Bridget (a Housekeeper) Miss Helen Bogle
Rosamond Mrs. Brough

On Saturday and Monday next *When We Were Twenty-one*, a comedy by H. V. Esmond, will be presented for the first time in Hongkong, on Tuesday next *The Liars*, and on Wednesday *The Second Mrs. Tanqueray*.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day (Thursday) at 4.15 p.m.

ORDERS OF THE DAY.

1. Correspondence relative to the Reclamation Ground opposite the Sailors' Home, West Point.
2. Sanitary Instructions issued by the "Liverpool College of Tropical Medicine," Liverpool, and correspondence relative thereto.
G. A. WOODCOCK, Secretary.

AGENDA.

1. Minute by the Colonial Veterinary Surgeon recommending that stalls 67 and 71 in the Western Market be converted into a fresh fish stall and a beef stall respectively.
2. Correspondence relative to the well at the Tung Wah Hospital.
3. Mortality statistics for the weeks ended January 31st, and February 7th and 14th, 1903.
4. Litterwashing return for the fortnight ended February 28th, 1903.
5. Return for the fortnight ended March 2nd, 1903.
6. Reports of the analyses of the public water supplies for the month of February, 1903.
7. Minute by the Medical Officer of Health recommending that certain Inspectors be deputed by the Board to institute legal proceedings.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held in the Chamber Room, on Tuesday, 17th February, 1903, at 4 o'clock p.m. Present:—Hon. C. S. Sharp (chairman), Mr. W. Poole (vice-chairman), Hon. C. W. Dickson, Messrs. E. A. Hewett, C. Micholau, N. A. Sletts, J. E. M. Smith, H. E. Tomkins, R. Chatterton Wilcox, Hon. R. Stewen (ex officio) and Mr. A. R. Lowe (secretary).

The minutes of the monthly meeting held on 20th ult. were read and confirmed.

NEW MEMBERS.

The International Banking Corporation and Messrs. Wilkinson, Heywood and Clark, Limited, were elected to membership subject to the usual confirmation at the next annual general meeting.

OFFICIAL CODE VOCABULARY.

The SECRETARY reported that in answer to the Chamber's letter of 5th December last a reply had been received from the London Chamber of Commerce stating that the matter would have consideration, and further communications would follow.

PROPOSED LICENSING OF PILOTS.

The following correspondence was read:—General Chamber of Commerce, Hongkong, 26th January, 1903.

SIR,—With reference to previous correspondence on the subject of the proposal to license the pilots of this port, I am directed to bring to your notice, for the information of His Excellency the Governor, further arguments in support of the proposal with the object of inducing the Government to reconsider the decision previously arrived at.

From the copy of the circular letter enclosed herein, addressed by this Chamber to the shipping firms and agencies in this Colony, you will observe that their opinion was sought as to the advisability or otherwise of bringing the pilots under control.

In answer to this enquiry, Messrs. Bradley & Co., the P. & O. S. N. Co., Molchers & Co., the Hongkong, Canton and Macao Steam Boat Co., Ltd., Butterfield & Swire, Shaw, Son & Co., Ltd., Gibb, Livingstone & Co., David Sassoon & Co., Ltd., the Nippon Yusen Kaisha, Jardine, Matheson & Co., Pacific Mail Steam Ship Co., Occidental and Oriental Steam Ship Co., and the Toyo Kisen Kaisha, representing the chief shipping interest in the Colony, replied, favouring the licensing of the pilots by an examination board possessing the necessary authority, and the opinion was expressed that as the authorities at other ports throughout the world were able to do this, there should be no difficulty in making similar arrangements in Hongkong. No replies were received antagonistic to the proposal.

His Excellency will remember that the Committee's grounds for making the proposal were that many of the older and more reliable pilots were not now available owing to deaths, old age, or retirement, and their places taken by men of inferior calibre, and that the increasing size of vessels and the more congested state of the Harbour necessarily required more care and knowledge on the part of the pilots than in the past.

The Committee are strongly against the institution of compulsory pilotage, as the Harbour is not a naturally difficult one to navigate, and by reason of their local knowledge a number of the masters of ships running in and out on the coast trade do not require pilots.

It is very obvious that the possession of a certificate of competency cannot but prove advantageous to respectable men and the fees suggested are within the reach of all, so that the only effect would be to weed out the undesirable to make room for better men.

My Committee trust that in view of the opinions expressed by the shipping community in favour of some control being exercised over the pilots, His Excellency will be pleased to give this matter further consideration.—I have the honour to be, Sir, your obedient servant,
A. B. LOWE, Secretary.

HON. COLONIAL SECRETARY.

Colonial Secretary's Office,
30th January, 1903.

SIR,—I am directed to acknowledge receipt of your letter of the 20th instant on the subject of the proposed licensing of the pilots of this port, and to inform you that the Governor has given it his full consideration.

2. With every wish to meet the views of the Chamber of Commerce if possible, His Excellency desires me to inform you that in view of the reasons fully set forth in my letter No. 1574 of the 16th July last he considers the proposal impracticable. His Excellency regrets therefore that he must adhere to the decision already conveyed to you in my letter No. 2256 of the 16th October.—I have the honour to be, Sir, your obedient servant,
F. H. MAY, Colonial Secretary.

THE SECRETARY.

Chamber of Commerce.
The CHAIRMAN said that no further steps could very well be taken locally, and after some discussion it was decided to record the Committee's dissatisfaction with the decision arrived at by the Government.

MERCHANT SHIPPING AMENDMENT ORDINANCE, 1901.

The following letters were read:—Southampton, January 7th, 1903.
DEAR SIR,—Your circular letter of the 18th October last on the subject of the Merchant Shipping Regulation now in force at your port with regard to the expenses of shipowners in cases of death or sickness on board has been under the consideration of the Directors at their two last meetings, and I am directed to state that they are in full accord with your efforts to get the Regulation repealed.
They, however, consider that they cannot take

any independent action in the matter, as from enquiries they have made, they do not find that shipowners seemed concerned about it.—Yours faithfully,

PETER MILNE STEWART,
Hon. Secretary.

The SECRETARY,
Hongkong General Chamber of Commerce,
Incorporated Chamber of Commerce of Liverpool,
210, Exchange Buildings,
Liverpool, 10th January, 1903.

DEAR SIR,—I have to acknowledge receipt of your letter of October 18th on the subject of the Hongkong Quarantine Ordinance Regulations, which has received careful consideration, and I am to enclose for your information copy of letter sent to the Colonial Office requesting the repeal of that part of the Ordinance which makes shipowners liable for cost and expenses of passengers who have died or been taken ill and removed under the quarantine regulations referred to.—I am, yours faithfully,

THOMAS H. BARKER,
Secretary.

The SECRETARY,
Chamber of Commerce, Hongkong.

(Enclosure.)
The Incorporated Chamber of
Commerce of Liverpool,
Liverpool, 10th January, 1903.

MECHANIC SHIPPING CONSOLIDATION
ORDINANCE 1899, AND AMENDED
ORDINANCE 1901, HONGKONG.

I am directed to inform you that the Council of this Chamber have received a letter from the Hongkong Chamber of Commerce complaining of provisions contained in regulation No. 17 of the first named Ordinance, and the regulation No. 16 of the amended Ordinance, whereby shipowners are made liable to the Government for "cost and expenses of passengers who have died, or who have taken ill on board ship, and who have been removed therefrom under the quarantine regulations of the Ordinance on their arrival in Hongkong."

It is stated that the amended Ordinance of 1901 has not yet been confirmed. The Council of this Chamber have carefully considered the matter, and consulted the large shipping associations and steamship lines interested. They are strongly of opinion that the principle involved, viz., of imposing such liabilities on the shipowner in the case of persons not on the ship's articles, is most unfair, and they trust that steps will be immediately taken with a view to the repeal of the regulation in question.—I am, Sir, your obedient servant,

THOMAS H. BARKER,
Secretary.

HIS MAJESTY'S PRINCIPAL
SECRETARY OF STATE FOR THE COLONIES.

INCREASED FACILITIES FOR PASSENGER
TRAFFIC ON THE WEST RIVER.

The following letter was read—
Colonial Secretary's Office,
23rd January, 1903.

SIR,—In continuation of my letter of the 20th of October last, I am directed to inform you that His Majesty's Consul-General at Canton has reported that the Chinese authorities have agreed to grant additional facilities for passenger traffic on the West River and that the following places have been opened as ports of call—Do Sing, Yuen Ling, Luk To, Luk Pa, How Lik, Kan Kong, Mah Ning and Yang Ki. I am also informed that the steamers *Saiman* and *Nanning* have already commenced calling at these places.—I have, etc.,

F. H. MAY,
Colonial Secretary.

The SECRETARY,
Chamber of Commerce.

The CHAIRMAN said this letter was a most satisfactory communication.

THE CURRENCY QUESTION.

The SECRETARY reported that in response to a resolution dated 10th February, signed by Messrs. Edward Osborne, G. W. F. Playfair, J. R. Michael, W. G. Humphreys, and Bradley & Co., a special general meeting of the members had been called for the following day at 3.15 p.m., for the purpose of discussing the question of local currency, and that, in order to comply with Bye-Law No. 7, notice had been given of the following resolution to be proposed by Mr. Edward Osborne—"That in the opinion of this meeting it is desirable the Straits Currency Commission should extend its enquiries to Hongkong with a view to ascertaining whether reform of the Colony's currency arrangements is advisable."

A lengthy discussion ensued as to the exact meaning of the resolution as worded. A reform in the Colony's currency arrangements could, it was felt, only mean the adoption of a gold standard with or without China, and the Committee, with the exception of Mr. R. C. Wilcox, agreed that such being the case they could not support it. It was decided, however, to first hear the arguments addressed by those putting forward the proposal before taking the vote of the Committee as a body.

ACCOUNTS FOR THE YEAR 1902.

The SECRETARY submitted draft statements of income and expenditure account for 1902, showing excess of income over expenditure of \$24,855 after writing off defalcations of the late clerk during the year amounting to \$2,595.63, less \$1,250 since recovered. The balance sheet showed \$4,073.54 to the credit of the "Pinnacle Rock Fund" and \$12,153.02 to the credit of the reserve fund.

The accounts were passed subject to audit, and the CHAIRMAN remarked that had previous years' statements been framed in a similar manner instead of being merely summaries of cash receipts and payments the defalcations of the clerk in recent years would probably have been found out before reaching any great extent.

ROYAL HONGKONG YACHT CLUB.

On Saturday last the second-class re-sailed the eighth Club race for the second time and this time succeeded in finishing the course in time. There was some mistake made about the mark-boats and there was no mark-boat in the line at the start or in Quarry Bay. *Chantier* was an abject, but the other four made a satisfactory start in spite of the absence of the mark-boat on the line, and in Quarry Bay all rounded a buoy off the pier, which was about 50 yards or so from where the mark should have been. The race was of the most fluky description. Changes in order were frequent. *Iris* led for a long way but in the end was passed by both *Maid Marian* and *Doreen*.

The official times at the finish were—

	H. M. S.	Net time	Pts.	TL
<i>Maid Marian</i>	4 34 39	4 33 44	10	28
<i>Doreen</i>	4 39 0	4 38 15	4	24
<i>Iris</i>	4 41 0	4 41 0	1	48
<i>Payne</i>	5 5 0	4 54 55	0	36

CLUB RACE.

On Saturday last the Club race was sailed. The wind was extremely variable both in force and direction. On the line both at the start and finish the wind was west and light with northerly puffs coming off the Kowloon shore, while in Hungsham Bay and beyond there was a gentle moderate breeze which varied from N.E. to S.E.

In the first class *Vernon* got the best of the start from *Dione* and had soon established a nice lead. *Alannah* did not cross the line for a full 5 minutes after the other two, being late in getting over from her mooring, and soon gave up the race. When *Vernon* and *Dione* were off the Dock Point they met a nice breeze which gradually changed from N.E. to S.E. *Vernon* was ahead when they met the wind, but instead of keeping between *Dione* and the Channel Rocks which was the first mark, took a cast to the N. and let *Dione* go off by herself to the S. The consequence was that the change in the wind set *Dione* up and enabled her to close the gap between them to a few lengths and *Vernon* only rounded the Rocks some 25 seconds ahead. On the run to the Cust Rock Buoy *Dione* kept in *Vernon's* wind drew up on her, got an overlap to windward just before the Buoy was reached and *Vernon* not luffing as she might have done conceded the inside turn and the lead to *Dione*. On the beat back to the Rocks *Dione* showed greatly improved form to that displayed by her in any previous race in a similar weight of wind, and slipped away from *Vernon* in a most unexpected manner, rounding the Rocks over two minutes ahead. On the run back to the Buoy on the reach to Meyer's Buoy she continued to gain and rounded the latter mark about 3 1/2 minutes in front of *Vernon* with to all appearance the race in hand. But after *Dione* had reached Blackhead's in the rapidly falling wind and was standing along the line of the new reclamation she got becalmed and *Vernon* crept up on her. Then *Dione* got a west wind and stood out on the starboard tack heading for the centre of the line, but again got becalmed and was caught by the tide and drifted further out and to leeward. Meanwhile *Vernon* picked up a northerly slant close along the shore and rounded home an easy winner.

The times at the finish were as follows—

	H. M. S.	Points	Total
<i>Vernon</i>	3 42 58	10	60
<i>Dione</i>	3 48 30	4	67
<i>Alannah</i>	did not finish	0	18

ONE-DESIGN CLASS.

The one-design class got away very level, *Kathleen* and *Colleen* slightly in rear. After a few minutes' running, during which the positions were unchanged, the wind veered round to the N.E. and spinnakers were lowered. *Erica*, *Bonito* and *Min* when off Blackhead's Point put about into the starboard tack and sailed into a calm reach from which they did not emerge until *Kathleen* and *Colleen* had worked out a lead of several minutes. *Colleen* kept well over to the centre of the channel and obtained a lead of about a minute and a half on *Kathleen*. These two soon got into a nice breeze which was gradually changing to S.E. and it then became one long board to Channel Rocks. *Kathleen* was about fifty yards astern of *Colleen* and at once began to gain steadily and surely. The others had at last picked up the breeze and were close together in the order *Min*, *Bonito*, *Erica*. The last was sailing the fastest and gaining on the other two. *Kathleen* meanwhile had worked up a little into *Colleen's* weather and passed her about 50 yards from the Rocks. From this point *Kathleen* very slowly worked out a lead of about a minute and, although she at times got close up, *Colleen* at no time looked likely to pass her rival. *Erica* passed *Min* and *Bonito*, who were engaged in a close struggle for fourth place, on the second beat to the Rocks. The wind held until Meyer's Buoy was reached and the time here may be of interest—

	H. M. S.	Points	Total
<i>Kathleen</i>	3 42 58	10	60
<i>Colleen</i>	3 48 30	4	67
<i>Erica</i>	3 48 30	4	67
<i>Bonito</i>	3 48 30	4	67
<i>Min</i>	3 48 30	4	67

As a rapidly lessening breeze carried the boats as far as Blackhead's Point and there died to a mere breath from the north. *Erica* had gained a good deal on the leaders and the three boats, closely hugging the shore, were creeping slowly towards the line when suddenly the breeze changed to west. *Colleen* seemed to get this breeze first and almost caught *Kathleen*, who however got an air in time. *Erica* and *Kathleen* have won the last five races alternately and the latter has come in first and last alternately in the last six races. This shows how little a series of only twelve races can prove which is the best boat of a one-design class in a harbour like Hongkong where luck is nine points of the battle.

The times at the finish were—

	H. M. S.	Points	Total
<i>Kathleen</i>	3 56 50	10	46
<i>Colleen</i>	3 57 30	4	30
<i>Erica</i>	3 58 25	1	36
<i>Bonito</i>	4 10 0	0	19
<i>Min</i>	did not finish	0	21

The old *Payne* with the help of her 55 seconds a handicap scored another win, which in view of the very poor form recently shown by the *Iris* should secure her the last prize for the second year running.

The times at the finish were—

	H. M. S.	Points	Total
<i>Doreen</i>	4 19 0	4	16
<i>Maid Marian</i>	4 21 10	4	20
<i>Payne</i>	4 24 40	4	15
<i>Iris</i>	4 25 30	4	25

The old *Payne* with the help of her 55 seconds a handicap scored another win, which in view of the very poor form recently shown by the *Iris* should secure her the last prize for the second year running.

The times at the finish were—

	H. M. S.	Points	Total
<i>Doreen</i>	4 19 0	4	16
<i>Maid Marian</i>	4 21 10	4	20
<i>Payne</i>	4 24 40	4	15
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POLICE COURT.

Wednesday, 4th March.

BEFORE MR. F. A. HAYLAND (POLICE MAGISTRATE).

DANGEROUS TO PASSENGERS.

Asah Singh, an Indian who owns buffaloes, was charged with keeping the animals under insufficient control at Kowloon on the 25th ult. Inspector Williamson, who laid the complaint, said the buffaloes were not only an annoyance, but a danger to passengers; he himself on two occasions had been charged at by them. Many European children in the care of amahs frequented the roads in Kowloon, and they were constantly being frightened by the buffaloes.

In fining the defendant \$10 or a month's imprisonment, his Worship said that if the man appeared in Court again on a similar charge he would be fined \$50, and if that lesson did not prove severe enough his next appearance would see him sent to jail without the option of a fine.

ANCHORING OVER THE CABLES.

For anchoring his ship in the harbour over the Telegraph Companies' cables, the master of the Japanese steamer *Fukin Maru*, on the complaint of Lance-Sergeant Clark, was fined \$25. The cables were damaged through being caught by the anchor, and are still under repair.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

STEARING BOVIL.

Wan Tin is a coolie with a weakness for bovils. He stole a couple of bottles from Watson's, but retribution followed swift and sure, and Wan Tin made his obeisance to the magistrate.

He was sentenced to six weeks' hard labour.

ATTEMPTED BRIBERY.

Tam Li, another coolie, was asked by a lunko in the street the other day where he got the oil skin he was carrying. His reply was—"Oh you don't need to be so very particular; here's a dollar for you, go and have something to drink," and snatching the dollar he handed it to the constable. The latter accepted it, but only to use as evidence against the accused, whom he at once arrested on a double charge of unlawful possession and attempted bribery.

On the first the defendant was sentenced to 14 days' hard labour and on the second to pay a fine of \$5 or go to prison for other 14 days. He went.

DISRUPTANCES IN CHINESE THEATRES.

P.C. Appleton charged Man Fuk and Lo Yee with disorderly conduct in the Ko King Theatre. They assumed an innocent look and denied the accusation.

P.C. Appleton said that between them the defendants were spread over nineteen seats, preventing other people from finding accommodation. The practice was a common one, and led to many disturbances in the theatre.

As a warning, the accused were left off with the light fine of one dollar each.

Three other Chinamen who amused themselves in the Chung Hing Theatre by dropping cushions on the heads of the people underneath were fined in sums ranging from two to three dollars.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR FEBRUARY.

The following cards were returned—

Mr. E. A. Ram	95	15	= 80
Major Taylor	92	11	= 81
Mr. J. B. Lee	96	15	= 81
Captain Ramsey	95	13	= 82
Mr. E. V. D. Parr	98	15	= 83
Mr. H. W. Robertson	96	12	= 84
Mr. E. J. Grist	90	5	= 85
Mr. A. B. Lowson	91	6	= 85
Major King	93	8	

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermand. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PAGES, CODES: A.B.U., 5th Ed. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

LOST.
BETWEEN the Hongkong Club and King Edward Hotel a SAPPHIRE and DIAMOND RING.
Finder will be suitably rewarded on returning same to—
Messrs. G. FALCONER & CO.,
64, Queen's Road.
Hongkong, 5th March, 1903. [734]

TO LET.

FURNISHED HOUSE to be let at PEAK for 2 or 3 months.
For Particulars, apply to—
TURNER & CO.
Hongkong, 5th March, 1903. [732]

TO LET.

TOP FLAT of "SEAVIEW," WANGHAI GAP ROAD. Cool and healthy situation. Full view of harbour.
SEVERAL NEWLY BUILT HOUSES, MORRISON HILL GAP.
No. 6, REDNAXELA TERRACE.
And others to suit various requirements. The undersigned will be glad to undertake the letting of houses for owners of property.
S. A. SETH.
Care of the Dairy Farm Co., Ltd.
Hongkong, 5th March, 1903. [561]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 7th MARCH, 1903, at 2.30 P.M., at his SALES ROOMS, Queen's Road, A Superior Stock of LADIES' DRESS MATERIALS, MUSLINS, PRINTS, DOLMANS, TRIMMINGS, COLLARS, HANDKERCHIEFS, RIBBONS, LACES, CHIFFONS, GENTLEMEN'S TIES, VESTS, TIES, GLOVES and HATS.
A very big lot of LADIES' SUMMER NAINSOOKS, COMBINATIONS, HIGH-CLASS GOODS, &c., &c., &c.
TERMS OF SALE.—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 5th March, 1903. [733]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that MAXIM GUN PRACTICE will be carried out at Kowloon on the 5th, 6th and 7th MARCH, 1903, commencing at about 9 a.m.
By Command,
F. H. MAY,
Colonial Secretary's Office,
Hongkong, 3rd March, 1903. [739]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Stonecutters Island and Belcher's on the 12th MARCH, 1903, at targets in a Western and South-Western direction from Stonecutters, and in a North-Western and Western direction from Belcher's.
Practice will commence at about 11 a.m., and end about 11.30 a.m., if the range is clear.
By Command,
F. H. MAY,
Colonial Secretary's Office,
Hongkong, 3rd March, 1903. [731]

1903-1904.

SEALED TENDERS in Duplicate will be received at the R.N. Hospital until 10 a.m. on the 15th MARCH, 1903, from persons desirous of supplying BEEF, MUTTON, FOWLS, BREAD, PURE COW'S MILK, AERATED WATERS, ICE, and other provisions and necessaries for the year ending 31st March, 1904.
Sealed Tenders in Duplicate will also be received for the HOSPITAL WASHING and for COAL (Aukake).
Printed Forms of Tender and further particulars can be obtained at the R.N. Hospital.
The right to reject the lowest or any Tender is reserved.

W. B. DREW,
Dep. Insp. General.
R.N. Hospital,
Hongkong, 5th March, 1903. [729]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship
"FREIBURG,"
Captain Prisch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY, the 3rd inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 3 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 3rd March, 1903. [727]

NEW ADVERTISEMENT

FOR YOKOHAMA AND KOBE.

THE N.D.L. Steamship
"FREIBURG,"
Captain Prisch, will be despatched for the above ports TO-DAY, the 5th inst., at Noon.
For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 3rd March, 1903. [728]

ROYAL HONGKONG YACHT CLUB.

GENERAL MEETING will be held TO-DAY, the 5th MARCH, at 8 P.M., in the CRICKET CLUB PAVILION, to consider the question of Amalgamating with the Hongkong Boat Club.
M. W. SLADE,
Hon. Secretary.
Hongkong, 26th February, 1903. [654]

HONGKONG JOCKEY CLUB.

SECOND SPRING MEETING, 1903.

SATURDAY, 4TH APRIL, 1903.

3 P.M.

1. For all China Ponies. Winner to receive \$200; Second \$50; Third \$25. Weights for inches as per scale. Ponies other than this season's Subscription Grifflins penalized 7 lbs. This season's Subscription Grifflins allowed 5 lbs. Winners of one Race at last meeting penalized 5 lbs.; of two or more Races 10 lbs. Entrance fee \$5. Once Round.

2. A Handicap for this season's Water Subscription Grifflins. Winner to receive \$250; Second \$75; Third \$50. Entrance \$10. Distance, Three Quarters of a Mile.

3. For China Subscription Grifflins of this season which have not won an official Race. Winner to receive \$200; Second \$50; Third \$25. Weights as per scale. Winner of Race No. 1 barred. Entrance fee \$5. Five Furlongs.

4. A Handicap for Horses of any height or description. Winner to receive \$250; Second \$75; Third \$50. Winner of Race No. 2 barred. Entrance \$10. One Mile and a Quarter.

5. For all China Ponies. Winner to receive \$200; Second \$50; Third \$25. Ponies other than this season's Subscription Grifflins penalized 7 lbs. This season's Subscription Grifflins allowed 5 lbs. Winners of one Race at last meeting penalized 5 lbs.; of two or more Races 10 lbs. Entrance fee \$5. Once Round.

6. A Handicap for Subscription Waters of this season. Winner to receive \$250; Second \$75; Third \$50. Winner of Race No. 2 and 4 barred. Entrance \$10. Distance One Mile.

NOTE.—Riders who have not won more than two official Races allowed 5 lbs.
Any Race in which there are not at least eight entries, or for which there are not at least four runners, representing different owners, will be void.
All entries to be made in writing, enclosed in a sealed cover, addressed to the Clerk of the Course at the Hongkong Club before 5 P.M. on Saturday, the 14th March, 1903, with the entrance money enclosed. The entries to be opened in the presence of a Steward.
Forms of Entry can be obtained on application to the Secretary, J. GRANT.
A. S. ANTON,
Acting Clerk of the Course.
Hongkong, 4th March, 1903. [720]

BROWN, JONES & CO.

MONUMENTAL AND ORNAMENTAL MASONS.

Have on View and for Sale at their Marble Yard,
ITALIAN MARBLE
Statuary Figures, Angels alongside Crosses, Obelisks, Columns, Rustic and Plain Crosses and Headstones; also
AMERICAN MARBLE
Crosses, Columns and Headstones; and
ABERDEEN GRANITE
Crosses and Headstones
For adults and children's graves.
CEMETERY MEMORIALS
made to any design in Italian and American Marble and Hongkong Grey and Blue Granite.
Special attention paid to
LETTERING IN ANY STYLE OR LANGUAGE
in imperishable lead, lead cement, gold, or black
All work and material guaranteed to be the best and most durable.
Prices to suit the times.
Designs on application.
Orders from outposts carefully and promptly executed.
Office.—No. 17A, Queen's Road Central, 1st Floor, Marble Yard.—No. 18, Morrison Hill Road, Hongkong.
Hongkong, 9th January, 1903. [3462]

NOTICES OF FIRMS

NOTICE.

DISSOLUTION OF PARTNERSHIP.

H. FAZULALLY & CO., Nos. 6 & 8, Peel St.

THE INTEREST and RESPONSIBILITY of MOHAMEDALLY FAZULALLY in the above Firm ceased on the 28th ult. The Firm will, from the 1st instant, be carried on by ABDOLCARIM ABEDIN and HOSENALLY JAMALUDIN under the style of "M. KAYAMALLY & CO.," which Firm will collect the assets and be responsible for the debts of the old Firm.
Dated the 2nd March, 1903.
ABDOLCARIM ABEDIN,
HOSENALLY JAMALUDIN.
[713]

NOTICE.

NOTICE IS HEREBY GIVEN that the undersigned have established a Branch Office in No. 4, Queen's Road Central in this Colony, and that Mr. K. YEMURA has been appointed as Local Manager who will sign per Procuration on behalf of the Firm.
MIDZUSHIMA & CO.
Coal Merchants,
Kobe, Japan.
Hongkong, 3rd March, 1903. [714]

ENTERTAINMENT

THEATRE ROYAL, CITY HALL, HONGKONG.

Under the direction of Mr. ROBERT BRUGH,
Representative ... Mr. ALAN HAMILTON.

TO-NIGHT (THURSDAY); 5TH MARCH.

THE BROUGH COMEDY CO.

"SOWING THE WIND."

TO-MORROW (THURSDAY) and FRIDAY, 5th and 6th MARCH,
"SOWING THE WIND."
(By arrangement with the author.)
A play in Four Acts, by Sydney Grundy.

SATURDAY and MONDAY, 7th and 8th MARCH,
"WHEN WE WERE TWENTY-ONE."
(By arrangement with the author.)
A comedy in Four Acts, by H. V. Esmond.

TUESDAY, 10th MARCH,
"THE LIARS."
(By arrangement with the author.)
A comedy in Four Acts, by Henry Arthur Jones.

WEDNESDAY, 11th MARCH,
"THE SECOND MRS. TANQUERAY."
(By arrangement with the author.)
A play in Four Acts, by Arthur W. Pinero.

BOX PLANS AT ROBINSON'S.
Dress Circle and Orchestra Stalls, \$4.00.
Stalls, \$2.00. Back Seats, \$1.00.
Doors Open 8.30. Curtain 9. Chairs, etc., at 11.30. Late Train to the Peak as usual.
Hongkong, 4th March, 1903. [676]

HIGH-CLASS CHRISTMAS

CAKES, decorated ... from \$1.00
Plain Christmas Cakes ... from \$1.00
German Sand Cakes ... from \$1.00 to \$5.00
Assorted Pastry Cakes ... per dozen 0.60
Scotch Buns ... from 1.50
Frieden Stollen ... 2.00
Mince Pies ... per dozen 2.40
Chicken and Ham Pies ... from 3.00
Chicken and Ham Patties ... 2.40
Game Pies ... from 5.00
Christmas Puddings, &c., to Order.
Please apply to WEISMAN & CO., 142, Praya East; ANGLO-AMERICAN STORES, 64, Elgin Road; or BOYALATED WATER DEPOT, 100 House Street.
Hongkong, 19th December, 1902. [117-1]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 7th MARCH, at 2.30 P.M., at his SALES ROOMS, Duddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, comprising—
TEAK WARDROBES, WASHSTANDS, TOILET TABLES, DOUBLE SINGLE BRASS-MOUNTED BEDSTEADS, TOILET CROCKERY, &c., &c., &c.
A TRESTRY-COVERED EASY CHAIRS, OCCASIONAL TABLES, OVERMANTELS, FENDERS, LACE CURTAINS, CARPETS, RUGS, &c., &c., &c.
TEAK SIDEBOARD with BEVELED MIRROR; DINING TABLE, DINER, WAGGONS, GLASS, CROCKERY and ELECTRO-WARE, &c., &c., &c.
1 COTTAGE PIANO, by Schnell.
On view from Friday, the 6th March. Catalogues will be issued.
TERMS.—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 3rd March, 1903. [701]

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Hongkong, 3rd March, 1903. [701]

PARTICULARS OF THE LOT.

No. of Sale. Locality. Boundary Measurements. Containing in Square Feet. Annual Rent. Upset Price.

1. 1,001. Kowloon Tong. 100 150 200 300 400 500 600 700 800 900 1,000 1,100 1,200 1,300 1,400 1,500 1,600 1,700 1,800 1,900 2,000 2,100 2,200 2,300 2,400 2,500 2,600 2,700 2,800 2,900 3,000 3,100 3,200 3,300 3,400 3,500 3,600 3,700 3,800 3,900 4,000 4,100 4,200 4,300 4,400 4,500 4,600 4,700 4,800 4,900 5,000 5,100 5,200 5,300 5,400 5,500 5,600 5,700 5,800 5,900 6,000 6,100 6,200 6,300 6,400 6,500 6,600 6,700 6,800 6,900 7,000 7,100 7,200 7,300 7,400 7,500 7,600 7,700 7,800 7,900 8,000 8,100 8,200 8,300 8,400 8,500 8,600 8,700 8,800 8,900 9,000 9,100 9,200 9,300 9,400 9,500 9,600 9,700 9,800 9,900 10,000 10,100 10,200 10,300 10,400 10,500 10,600 10,700 10,800 10,900 11,000 11,100 11,200 11,300 11,400 11,500 11,600 11,700 11,800 11,900 12,000 12,100 12,200 12,300 12,400 12,500 12,600 12,700 12,800 12,900 13,000 13,100 13,200 13,300 13,400 13,500 13,600 13,700 13,800 13,900 14,000 14,100 14,200 14,300 14,400 14,500 14,600 14,700 14,800 14,900 15,000 15,100 15,200 15,300 15,400 15,500 15,600 15,700 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15 to 25 per cent. Discount Allowed. 13:9 Hongkong, 1st April, 1897

SHIPPING.

ARRIVALS.
 Mar. 4, ALBION, British battleship, 12.50, T. H. M. Jordan, Amoy 27th February.
 Mar. 4, BLANKET, British steamer, 9,000, P. G. Stopford, from Weihaiwei.
 Mar. 4, DAGMAR, Norw. str., 383, A. Salvason, Colombo 23rd March, General—ORDER.
 Mar. 4, D. J. MARI, Japanese str., 846, T. W. Groves, Tamsui via Amoy and Swatow 3rd March, General—OSAKA SHOSSEN KAISHA.
 Mar. 4, FRANKLIN, British steamer, 1,443, J. I. Graham, from Mitsui Bay.
 Mar. 4, SHIMIZU, Japanese str., N. Kagawa, Shanghai 1st March, General—CHINSE.
 Mar. 4, HA-CHING, British str., 1,267, A. E. Hodgins, Coast Ports 3rd March, General—DOUGLAS LARPAIK & CO.
 Mar. 4, HANOL, French str., 730, P. Merleux, Haiphong 1st March and Hoihow 3rd, General—A. B. MARTY.
 Mar. 4, SHIMOSA, British str., 2,699, E. A. Chaplin, Shanghai 28th Feb.—DODWELL & CO., LD.

CLEARANCES.
 AT THE HARBOR MASTER'S OFFICE.
 4th March.
 Airie, British str., for Saigon.
 Aila Craig, British str., for Kutchinotzu.
 Arnold Luyken, German str., for Saigon.
 Ay, Norwegian str., for Kutchi otan.
 Else, German str., for Saigon.
 Glenfarg, British str., for Shanghai.
 Hailong, British str., for Swatow.
 Hanea, German str., for Chinkiang.
 Kinehiu Maru, Japanese str., for Singapore.
 Kueiyang, British str., for Amoy.
 P. C. U. Kiao, German str., for Hoihow.
 Singon, British str., for Shanghai.

DEPARTURES.
 4th March.
 ARNOLD LUYKEN, German str., for Saigon.
 CLARA JESSEN, German str., for Saigon.
 HUB, French str., for Kutchinotzu.
 JACOB DREDECHSEN, Ger. str., for Hoihow.
 KINSHIU MARU, Japanese str., for Canton.
 KWEILIN, British str., for Shanghai.
 KWEIYANG, British str., for Amoy.
 MAIDZUBU MARU, Japanese str., for Swatow.
 MARIE JESSEN, German str., for Canton.
 P. C. C. Kiao, German str., for Bangkok.
 PENUSSEN, German str., for Europe.
 TAKSANG, British str., for Canton.

VESSELS IN DOCK.
 3rd March.
 ABERDEEN DOCK.—Lia, Diamante.
 KIWLOON DOCK.—Kashan, Compagnie des Philippines, Sherman, Holstein, Isla de Cuba, H.M.S. Hart, Karin, Callao, Lungshan, Carl Diederichsen.
 COSMOPOLITAN DOCK.—Daphne, Chusang.
SHIPPING REPORT.
 The British steamer Hailong, from Coast Ports 3rd March, had light breeze from N.E. and fine, clear weather to Amoy. From Amoy to Swatow the weather with moderate breeze. From Swatow to port thick foggy weather. Vessels in Foochow—Hualin and Pehoi. In Amoy—Waku. In Swatow—H.M.S. Algerine, Dagmar and Hangchow.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "GREGORY APCAR."
 Captain J. G. Olliff, will be despatched for the above ports TO-DAY, the 5th inst.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD.,
 Hongkong, 2nd March, 1903. [671]
 DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
 "HAILONG."
 Captain Gibson, will be despatched for the above ports TO-DAY, the 5th inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LARPAIK & CO.,
 General Managers.
 Hongkong, 2nd March, 1903. [690]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.
 1903.

"SHIMOSA" ... About 5th March.
 "THORDIS" ... 18th March.
 "AFRIDI" ... 15th April.
 "RICHMOND CASTLE" ... 30th April.
 "SAGAMI" ... 15th May.
 For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 26th February, 1903. [3494]
 DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOROW.
THE Company's Steamship
 "HAICHING."
 Captain Hodgins, will be despatched for the above ports TO-MORROW, the 6th inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LARPAIK & CO.,
 General Managers.
 Hongkong, 3rd March, 1903. [709]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR MANILA VIA AMOY.
THE Company's Steamship
 "YUENSANG."
 Captain P. H. Rolfe, will be despatched as above on MONDAY, the 9th inst., at 4 P.M.
 This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.
 For Freight, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 3rd March, 1903. [710]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
 "SUISANG."
 Captain James Young, will be despatched as above on TUESDAY, the 10th inst., at Noon.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 3rd March, 1903. [711]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR HAYRE, COPENHAGEN AND BALTIC PORTS.
THE Russian Steamer
 "KOREA."
 Captain Pernitz, will leave for the above ports on or about the 2nd March.
 For Freight or Passage, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 23rd February, 1903. [458]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, RANGOON, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship
 "NIPPON."
 Captain Klausberger, will be despatched as above on SATURDAY, the 21st March.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 26th February, 1903. [3]

THE Undersigned GENERAL AGENTS
 in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897. [8]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR
 LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.
 SINGAPORE, COLOMBO and BOMBAY, VIA SHANGHAI, HAI, MOJI, and KOBE (Passing through the Inland Sea).
 LONDON, &c.
 SHANGHAI

PASSENGER SEASON 1903.
 For MARSEILLES, PLYMOUTH and LONDON DIRECT WITHOUT TRANSITMENT.
 For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 4th March, 1903. [1]

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
 VIA
 SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,
 FOR
 VICTORIA, B.C., AND TACOMA,
 IN CONNECTION WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
LYRA	Williams	4,417	March 10th
VICTORIA	J. Pantou	3,502	March 17th
HYADES	G. Wright	3,753	March 24th

Steamers marked * have no passenger accommodation.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
 Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
 For further information as to Freight or Passage, apply to
 DODWELL & COMPANY, LIMITED,
 GENERAL AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION).
 1903.

R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th Mar.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 18th Mar.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 1st April.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 6th May
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 19th May
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 3rd June
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th June
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS, (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
 THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 Pender Street.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at PORT DARWIN, and QUEENSLAND Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.).
THE Steamship
 "EMPIRE."
 Captain McArthur, will be despatched as above on WEDNESDAY, the 11th inst., at DAYLIGHT.
 This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
 The Steamer is installed throughout with the electric light.
 A stewardess and a duly qualified surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 4th March, 1903. [447]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS
 in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897. [8]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via Moss, Koss, PORTLAND, OREGON AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP
 "INDRASAMHA" ... 5,197 Tons ... R. P. Graves ... March 20, 1903
 "INDRAVELLI" ... 4,899 Tons ... W. E. Cronan ... April 16, 1903
 "INDRAPURA" ... 4,899 Tons ... A. E. Hollingsworth ... May 14, 1903
 Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 3rd March, 1903. [114]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 7th Mar. at DAYLIGHT.
DIAMANTE	KOBE and YOKOHAMA.	MONDAY, 9th Mar. at NOON.
F. E. Cope	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 10th Mar. at 4 P.M.
AKI MARU	KOBE and YOKOHAMA.	FRIDAY, 13th Mar. at DAYLIGHT.
HYTACHI MARU	KOBE and YOKOHAMA.	TUESDAY, 17th Mar. at NOON.
IZUMI MARU	KOBE	FRIDAY, 20th Mar. at NOON.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA.	SATURDAY, 21st Mar. at DAYLIGHT.
AWA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 24th Mar. at NOON.
BOMBAY MARU	BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 24th Mar. at 4 P.M.
SHINANO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	WEDNESDAY, 25th Mar. at NOON.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA.	at NOON.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World. Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.
 A. S. MIHARA, Manager. [9]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ANDALUSIA	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 17th Mar. Freight.
Capt. von Doehren	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 28th Mar. Freight.
BAMBERG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 7th April. Freight & Passengers.
Capt. Kirohner	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 21st April. Freight.
KONIGSBERG	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 5th May. Freight.
Capt. Meyer	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 19th May. Freight.
SAMBIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	
Capt. Schmidt	HAVRE and HAMBURG (Calling at Singapore and Colombo)	
SERBIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	
Capt. Brehmer	HAVRE and HAMBURG (Calling at Singapore and Colombo)	
SAXONIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	
Capt. Jager	HAVRE and HAMBURG (Calling at Singapore and Colombo)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.
 [13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND TO LOOAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
HAMBURG	WEDNESDAY 18th March
PRINZ HEINRICH	WEDNESDAY 1st April
SACHSEN	WEDNESDAY 15th April
KLAUSCHOU	WEDNESDAY 29th April
BAYERN	WEDNESDAY 13th May
ZIETEN	WEDNESDAY 27th May
ROON	THURSDAY 10th June
PREUSSEN	THURSDAY 24th June
HAMBURG	THURSDAY 8th July
PRINZ HEINRICH	THURSDAY 22nd July
	THURSDAY 5th August

Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.
 ON WEDNESDAY, the 18th day of March, 1903, at NOON, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain E. Burmeister, with MAILS, PASSENGERS, SPECIMEN and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on MONDAY, the 16th March. Cargo and Parcels will be received on Board until 5 P.M. on TUESDAY, the 17th March, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 17th March. Contents of Packages are required. No Parcel Receipts will be signed for less than 5: 50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 5th March, 1903. [5]

WING-ON STEAMSHIP COMPANY.
HONGKONG-MACAO LINE.
 S.S. "CHU KONG" (Captain Mason).
DEPARTURES from Hongkong to Macao daily at 8 A.M. (Sunday included).
DEPARTURES from Macao to Hongkong daily at 2:30 P.M. (Sunday included).
 This steamer is the fastest and has superior Cabin accommodation.
FARES:
 1st Class ... \$2.00
 2nd ... 1.00
 3rd ... 0.50
 Further Particulars may be obtained at the Office of the
WING-ON STEAMSHIP CO.
 No. 42, Bonham Street West.
 Hongkong, 25th February, 1903. [646]

CHINA NAVIGATION CO., LIMITED.
HONGKONG—MANILA.
REDUCED SALOON PASSAGE MONEY.
 SINGLE, \$20; RETURN, \$35.
 STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNEQUALLED TABLE D'UX QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE AGENTS.
 Hongkong, 9th January, 1903. [290]

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
 "PRINZ HEINRICH."
 OF THE NORDDEUTSCHER LLOYD.
 Captain R. Heintze, due here with the outward German Mail about THURSDAY, the 5th inst., A.M., will leave for the above places about 24 hours after arrival.
 NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 3rd March, 1903. [5]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, PORT SAID, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.
 ON TUESDAY, the 10th March, 1903, at 11 A.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSITMENT.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 8th March. Specie and Parcels received until 4 P.M., on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 25th February, 1903. [2]

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Eubank United Companies.)
STEAM FOR BOMBAY, via SINGAPORE AND PENANG.
 Having connection with the Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
 (Taking Cargo at through rates to PESSIAN GULF and BAGDAD, also HASSOF, VALENCIA, ALGERIA, ALGERIA and MALAGA.)

THE Steamship
 "ISCHIA."
 Captain Musio, will be despatched as above on FRIDAY, the 13th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 2nd March, 1903. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, OBYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERBANGA, GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship
 "VALETTA."
 Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 14th March, at Noon, taking passengers and cargo for the above ports.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 3rd March, 1903. [12]

FOR SHANGHAI, CHEMULPO, DALNY AND PORT ARTHUR.

THE Steamship
 "SULLBERG."
 Captain Meyer, will be despatched for the above ports on SUNDAY, the 15th March, at DAYLIGHT.
 For Freight or Passage, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 27th February, 1903. [560]

HONGKONG-MACAO LINE.
 S.S. "WING CHAI."
 Captain T. Austin, R.N.R.
DAILY Departures from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.
 1st Class fare (including cabin and servant), \$3; return ticket, \$5.
 2nd Class, \$1.50; return ticket, \$2.50.
 3rd Class, \$1.
 Superior cabin accommodation.
 Wharf in Hongkong, opposite Central Market, at Macao, C. N. S. N. Company's Wharf.
 The steamer will NOT RUN from 2nd to 6th MARCH, both days inclusive.
 For Freight, &c., apply to—
 SAM WANG & CO., LD.,
 81, Queen Road Central.
 Hongkong, 26th February, 1903. [302]

PURE FRESH WATER
THE HONGKONG STEAM WATER-BOAT CO., LD. is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.
 Call Flag W.
 J. W. KEW,
 Manager.
 1st Floor, 37, Cannan Road.
 Hongkong, 18th June, 1902. [3336]

OCEAN STEAM SHIP CO., LD AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	TO
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 6th March.
GLASGOW and LIVERPOOL...	"PINGSUEY"	On 11th March.
GLASGOW and LIVERPOOL...	"OANFA"	On 21st March.
GLASGOW and LIVERPOOL...	"MENELAUS"	On 25th March.

HOMEWARDS.		
FOR	STEAMERS	TO
LONDON via GENOA...	"DIOMED"	On 7th March.
LONDON via GENOA...	"MAHON"	On 17th March.
LONDON via GENOA...	"KINTUCK"	On 21st March.
LONDON via GENOA...	"PINGSUEY"	On 14th April.
LONDON via GENOA...	"JASON"	On 28th April.

LIVERPOOL BERTH.		
FROM	STEAMERS	TO
LIVERPOOL...	"NESTOR"	On 24th March.
LIVERPOOL via GENOA...	"DEUCALION"	On 28th April.

CONTINENTAL BERTH.		
FROM	STEAMERS	TO
MARSEILLES and ANTWERP...	"OANFA"	On 23rd March.

TRANS-PACIFIC SERVICE.		
FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"OANFA"	On 23rd March.

The S.S. "GLAUCUS" from Straits and Europe left Singapore on the evening of the 27th ult., and may be expected to arrive here on the 6th inst.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd March, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
CHINKIANG...	"SZECHUEN"	On 5th March.
SHANGHAI...	"IOHANG"	On 6th March.
AMOI, SAMARANG and SOERABAYA...	"SHANTUNG"	On 7th March.
CEBU and ILOILO...	"KALANG"	On 7th March.
MANILA...	"SUNGKIANG"	On 11th March.
THURSDAY ISLAND, COOKTOWN, BRISBANE, SYDNEY & MELBOURNE.	"CHANGSHA"	On 11th March.
KOBE...	"CHINGTU"	On 16th March.
TIEN-TSIN...	"KWEIYANG"	On 21st March.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th March, 1903.

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
ROHILLA MARU	E. P. Bishop	3563	Saturday, 7th March, at Noon.
ROSETTA MARU	N. Tate	3876	Friday, 13th March, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.

Hongkong, 4th March, 1903.

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	E. W. Almond	Manila Direct.	On 6th Mar. at Noon.
RUBI	2540	J. McGinty	Manila Direct.	On 13th Mar. at Noon.
PERLA	1950			

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 28th February, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUL via SWATOW and AMOI	"DAIGI MARU"	SUNDAY, 8th March.
TAMSUL via SWATOW and AMOI	"DAIUN MARU"	SUNDAY, 15th March.
POOCHOW via SWATOW and AMOI	"ANPING MARU"	WEDNESDAY, 11th March.
ANPING via SWATOW and AMOI	"MAIDZU MARU"	WEDNESDAY, 18th March.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.
T. ABIMA, Manager

Hongkong, 5th March, 1903.

NOTICES TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"VALETTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon at Kowloon, where such consignments will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:—
From London, &c., &c., &c., Australia.
From Australia, &c., &c., &c., B. I. S. N. and B. P. S. N. Co.'s steamers.
Options: Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY, 28th inst.
Goods not cleared by the 6th prox. at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by the Co. in any case whatever.
Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here after which date they will not be recognised.
No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 28th February, 1903.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KINTUCK"

are hereby notified that the Cargo is being discharged into Cante and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Cante or Godown on and after the 2nd proximo.
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.
Goods undelivered after the 7th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 7th instant.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th February, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUIBANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.
Cargo impeding the discharge or remaining on board after 4 P.M. the 4th inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
Hongkong, 2nd March, 1903.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 9th instant will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.
McGREGOR BROS. & GOW.
Hongkong, 2nd March, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

Rose, British barque, Thomas Pow.—Siemssen & Co.

G. GRACA & CO., Importers and Exporters

of Foreign and Colonial POSTAGE STAMPS, 53, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums. Pictorial Post Cards: Panoramas of Hongkong, Macao, Canton, Chinese Customs, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp Albums, Loose, Hinges, Two-cent and other Philatelic goods. Prices to suit all Customers. Correspondents want: Foreign orders promptly attended to. Cash with order or 1st class reference.

COLD STORAGE

THE HONGKONG ICE COMPANY, LD., has now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily. Sundays excepted, to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 19th November, 1901.

NOTICE OF REMOVAL.

WANG HING, JEWELLER,
has REMOVED to the 11th FLOOR, Y to No. 10, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY & WALES).
Hongkong, 9th February, 1903.

安 KI ON, 祺

SHIP AND HOUSE CONTRACTOR,
PAINTER, CARPENTER, GILDER,
SAMPAN CONTRACTOR, AND
BRIKFLAYER.

No. 31, GOUGH STREET.
Hongkong, 2nd March, 1903.

INSURANCE

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Underigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 29th May 1895.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892.

SALAMANDER FIRE INSURANCE COMPANY.

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1901.
£15,722,693.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,600 0 0
II. FUND FUNDS... 2,885,548 5 2

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st July, 1902.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897.

NORTHERN ASSURANCE CO.

ESTABLISHED 1836.
The Underigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.
TURNER & CO.,
Agents.
Hongkong, 14th January, 1903.

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.
HOTZ, JACOB & CO.,
Agents.
Hongkong, 1st September, 1902.

PHENIX FIRE OFFICE

The Underigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAURA & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security... £625,719
Total Losses Paid... £8,769,240

The Underigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.,
Agents.
Hongkong, 22nd July, 1902.

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Underigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I., A.B.O., Scott's and Engineering Code.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 24 1/2 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 359 "
Width of Entrance on Top... 65 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE.

NOTICE TO SUBSCRIBERS.

I beg to notify that on and after the 1st JANUARY, 1903, the SUBSCRIPTION to the "HONGKONG DAILY PRESS" will be as follows:—
PER QUARTER... \$9
PER MONTH... \$3
ALFRED CUNNINGHAM,
Manager.
Hongkong, 9th December, 1902.

TO BE PUBLISHED SHORTLY.

A NEW STREET INDEX.

ARTHUR CHAPMAN,
Government Assessor.

Intending Subscribers are requested to send as early as possible. Orders for as many copies as they may require, to

THE GOVERNMENT ASSESSOR,
The Treasury,
Hongkong, 10th February, 1903.

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZE'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 6, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes. Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.,
Hongkong, 28th November, 1902.

NOTICE.

THE ANNUAL DEVONIAN DINNER will be held at the HONGKONG CLUB on SATURDAY, 14th MARCH, at 8 o'clock P.M.

Any Devonians wishing to attend are requested to communicate with the undersigned, MOWBRAY S. NORTHCOOTE, Hon. Secretary.
Hongkong, 21st February, 1903.

COX SEED CO.

Vegetable Seeds, Tree Seeds, Flower Seeds, Ornamental Trees, Shade Trees, Fruit Trees, Small Trees. Exporters of Alfalfa, Clover and Grass Seeds and everything for the Garden. CATALOGUE FREE ON APPLICATION.

SEED GROWERS AND NURSERYMEN
411-415 SUNDOWN ST., CALIFORNIA.

APIOL & STEEL PILLS

A Remedy for all Nervous Disorders, Suppression of Urine, Neuritis, Pile, &c., &c., &c.

4, S. WATSON & CO., L., HONGKONG.
MARTIN, Chemist, SOUTH.

FOR NERVOUS EXHAUSTION

CHAPOTEAUT'S
Phospho Glycerate of Lime

For Nervous Troubles in Adults and Children

SOLD IN Capsules, in Syrup, and in Wine

Increases vital energy and nerve force. Full instructions with each bottle.

CHAPOTEAUT—PARIS, FRANCE

132-4

OREGON LUMBER.

THE Underigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.
Agents.
Hongkong, 14th February, 1901.

AUTOMATIC MAUSER PISTOLS.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.
Agents.
Hongkong, 14th February, 1901.

MAIL TABLES.

THE Card published at the Daily Press Office contains:—
English Mails, homeward and outward
French " " " "
German " " " "
Canadian " " " "
United States " " " "
Parcel Post " " " "
Calendar for 1903

That is more information than is given on any printed in London for which fifty cents is charged. The price of the locally printed card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash by Daily Press Office or the Booksellers.
Hongkong, 16th February, 1903.

van Houten's

Best & GOES FARTHEST

Cocoa

EXQUISITE FLAVOR

2417-4

FOR SALE.

ONE NEW EDISON (Lamp No. 71) with ACCESSORIES. MICROGRAPH, Apply to—

ROBINSON PIANO CO., LD.
Hongkong, 4th February, 1903.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADY SMITH RELIEF COLUMN."

Being a Lecture by CAPTAIN PERCY SCOTT, R.N. C.B., and CAPTAIN A. H. LIMPUS, R.N. (of H.M.S. Terrible).

The book is printed on art paper, and illustrated with coloured maps and sketches. Price... \$1 and \$1.50

M. CHADWICK KEW

DENTAL SURGEON,
No. 88, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.
Hongkong, 19th March, 1903.

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1903.

WITH ALPHABETICAL LIST.
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THE FRENCH IN TONKIN AND SOUTH CHINA. By ALFRED CUNNINGHAM. Sixty Illustrations and One Map. Price \$3.

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Press Notices.

"This volume places before the English reader the best description of the Southern French colonies in the Far East that has yet appeared."—"SHANGHAI MESSUR."

"Many of us in the Far East have read books on Tonkin, ancient and modern, but a knowledge

POST OFFICE NOTICES.

The Prinz Heinrich, with the German Mail of the 3rd ult., left Singapore on Saturday, the 28th ult., at 6 p.m., and may be expected here today.
The Hongkong Mail, with the American Mail, left Shanghai on Wednesday, the 4th inst., at 10 a.m., and may be expected here on or about Saturday, the 7th inst.
The China, with the American Mail of the 13th ult., will leave Yokohama on Thursday, the 5th inst., a.m., and may be expected here on or about Friday, the 13th inst.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton	Hankow	Thursday, 5th, 7.30 A.M.
Swatow and Bangkok	Hankow	Thursday, 5th, 8.00 A.M.
Swatow, Amoy and Tamsui	Hankow	Thursday, 5th, 9.00 A.M.
Chinkiang	Hankow	Thursday, 5th, 11.00 A.M.
Chinkiang	Hankow	Thursday, 5th, 11.00 A.M.
Yokohama and Kobe	Hankow	Thursday, 5th, 11.00 A.M.
Chinkiang	Hankow	Thursday, 5th, 11.00 A.M.
Singapore, Penang and Colombo	Hankow	Thursday, 5th, 11.30 P.M.
Macao	Hankow	Thursday, 5th, 11.30 P.M.
Singapore, Penang and Calcutta	Hankow	Thursday, 5th, 2.00 P.M.
Jessellton and Sandakan	Hankow	Thursday, 5th, 4.00 P.M.
Hohow and Pakhoi	Hankow	Thursday, 5th, 4.00 P.M.
Shanghai	Hankow	Thursday, 5th, 4.00 P.M.
Kamohok and Samahai	Hankow	Thursday, 5th, 4.00 P.M.
Hohow, Pakhoi and Haiphong	Hankow	Thursday, 5th, 5.00 P.M.
Canton	Hankow	Friday, 6th, 9.00 A.M.
Namtau	Hankow	Friday, 6th, 9.00 A.M.
Haiphong	Hankow	Friday, 6th, 9.00 A.M.
Swatow, Amoy and Poochow	Hankow	Friday, 6th, 9.00 A.M.
Manila	Hankow	Friday, 6th, 11.00 A.M.

TO-DAY.

Ordinary Meeting of China Fire Insurance Co., Ltd., 11.30 a.m.
General Meeting of Royal Hongkong Yacht Club, Cricket Club Pavilion, 6 p.m.
The Brough Comedy Co., Theatre Royal, 9 p.m.

TO-MORROW.

Sale, Miscellaneous, Sales Rooms, Messrs. Hughes & Hough, 11 a.m.
Sale, Furniture, No. 3, Granville Avenue, Kowloon, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

4th March.

LONDON.

Telegraphic Transfer 1/6 1/2

Bank Bills, on demand 1/7

Bank Bills, at 30 days sight 1/7 1/2

Bank Bills, at 4 months sight 1/7 1/2

Credits, at 4 months sight 1/7 1/2

Documentary Bills, 4 months sight 1/7 1/2

ON PARIS.

Bank Bills, on demand 1/8 1/2

Credits, at 4 months sight 1/8 1/2

ON GERMANY.

On demand 1/6 1/2

ON NEW YORK.

Bank Bills, on demand 3/8

Credits, 60 days sight 3/8 1/2

ON BOMBAY.

Telegraphic Transfer 1/17 1/2

Bank, on demand 1/17 1/2

ON CALCUTTA.

Telegraphic Transfer 1/17 1/2

Bank, on demand 1/17 1/2

ON SHANGHAI.

Bank, at sight 7/3

Private, 30 days sight 7/3

ON YOKOHAMA.

On demand 7/7 1/2

ON MANILA.

On demand Par.

ON SINGAPORE.

On demand Nominal.

ON BATAVIA.

On demand 85 1/2

ON HAIPHONG.

On demand 2 p.m. p.m.

ON SAIGON.

On demand 1 1/2 p.m. p.m.

ON BANGKOK.

On demand 67 1/2

SILVER, Bank's Buying Rate \$100.00

SILVER, 100 fine, per tael \$68.60

SILVER, per cent 92 1/2

OPIUM.

4th March.

Quotations are: Allow 1/2 cent to 1 catty.

Malwa New \$990 to per picul

Malwa Old \$1000 to \$1060

Malwa Older \$1070 to \$1100

Malwa V. Old \$1110 to \$1130

Persian fine quality \$780 to

Persian extra fine to

Fetna New \$1107 1/2 to per chest

Fetna Old to

Bencoolen New \$1085 to

Bencoolen Old to

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German mail steamer Prinz Heinrich left Singapore on the 28th ult., at 6 p.m., and may be expected here to-day, a.m.

THE AMERICAN MAIL.

The T.K.K. steamer Hongkong Maru left Shanghai for this port yesterday morning, at 10 o'clock.

The F.M. steamer China will leave Yokohama for this port via Inland Sea, &c., this morning.

The O. & O. steamer Doris left San Francisco for this port via Honolulu, &c., on the 21st ult.

THE CANADIAN MAIL.

The C.P.R. steamer Empress of China left Vancouver on the 24th ult., p.m., for this port.

MERCHANT STEAMERS.

The T.K.K. steamer Hokkaido Maru left Manila for this port on the 2nd inst.

The N.Y.K. steamer Hakata Maru (European Line) left Shanghai for this port on the 3rd inst., and is expected here to-day.

The C.N. steamer Chingta, from Australian ports, left Manila on the 2nd inst., p.m., and is expected here to-day, a.m.

The O.S.S. steamer Gladius left Singapore on the 27th ult., p.m., and may be expected here to-morrow.

The C.P.R. steamer Albatross arrived at Nagasaki at 6.30 p.m. on the 3rd inst., and left again at noon on the 4th inst., for Shanghai, where she is due to arrive at 3 a.m. to-morrow.

The N.G.I. steamer Lelia left Singapore for this port on the 1st inst., and may be expected here on the 7th inst.

The C.N. steamer Changsha left Moji for this port on the 2nd inst., p.m., and is expected here on the 7th inst.

The N.Y.K. steamer Aki Maru (American Line) left Nagasaki for this port on the 3rd inst., p.m., and is expected here on the 7th inst.

The P. & O. steamer Doris left San Francisco for this port on the 2nd inst., at 11 p.m.

The Boston Tow Boat Co.'s steamer Lyra, arrived at Yokohama on the 30th Jan.

The N.P. steamer Victoria arrived at Yokohama on the 28th ult.

The Boston Steamship Co.'s steamer Tremont arrived at Yokohama on the 1st inst.

The W.P. steamer Olympia left Victoria (B.C.) for Yokohama and the usual ports on the 25th ult.

The E. & A. steamer Eastern, from Sydney, &c., left Port Darwin on the 2nd inst., for Timor, Manila and this port.

JOINT STOCK SHARES.

Hong Kong, 3rd March.

COMPANY	PAYED UP	QUOTATIONS.
Banks—		
Hongkong & S.H. A.	\$125	\$800, buyers
Natl. Bank of China		L'don £63, ex d.
B. Shares	25	\$22 1/2, buyers
B. Shares	25	\$22 1/2, buyers
Four Shares	41	\$10, sellers
Bell's Asbestos E. A.	41	\$1, buyers
Campbell, McCre & Co.	\$10	\$4 1/2, sales
China Lignite Co., Ltd.	41 1/2	\$23, sellers
China Light and		
Power Co., Ltd.	62 1/2	\$10, buyers
China Prov. L. & M.	\$10	\$9, sellers.
China Sugar	\$100	\$100.
Cigar Companies—		
Ashmunah, Ltd.	\$500	\$350, sellers
Hilippines Tobacco		
Trust Co., Ltd.	\$50	\$25, sellers
Cotton Mills—		
Kwo	Tia. 100	Tia. 37.
International	Tia. 75	Tia. 37 1/2.
Laoi Kung Mow	Tia. 100	Tia. 40.
Soychoe	Tia. 500	Tia. 160.
Hongkong	\$10	\$103, buyers
Dairy Farms	59	\$11, buyers
Denwick & Co., Genl.	325	\$60.
Green Portland Cement	\$10	\$22 1/2, sellers
H. & C. Bakery	210	\$40, sellers
Hongkong & C. Gas	210	\$40, buyers
Hongkong Electric {	\$5	\$14, sales & sol.
H. H. L. Tramways {	\$3	\$35.5, sellers
H. H. L. Steam Water-	\$100	\$627.
heat Co., Ltd.	10	\$114.
Hongkong Hotels	\$50	\$143, sellers
Hongkong Traders	\$50	\$228.
H. & K. Wharf & G.	\$50	\$100, buyers
Hongkong Rope	\$50	\$110, buyers
H. & W. Dock	\$50	\$190, buyers
Insurance—		
Canton	\$50	\$102 1/2.
China Fire	\$20	\$87.
China Traders	\$25	\$3, buyers
Hongkong Fire	\$25	\$340, buyers
North China	\$25	\$2, buyers
Strait	\$100	\$1, nominal
Union	\$100	\$105, buyers
Yantai	\$50	\$135, buyers
Land and Building—		
Hongkong Land Inv.	\$100	\$177, sellers
Humphreys Estate.	\$50	\$111.
Kwai Yee	\$50	\$33, buyers
West Point Building	\$50	\$53, buyers
Lunon Sugar Co., Ltd.	\$100	\$100
Manila Invest. Co., Ltd.	\$50	\$15, buyers
Mining—		
Charbonnages	Fca. 250	\$600, sellers
Jelutub	\$5	\$1, sellers
Panyon	\$104	\$34, sellers
Panyon Preference ..	\$1	75 cts., sellers
Kaabe	18 1/2	\$7.
New Amoy Dock	\$69	\$40, sellers
Orient Hotel, Manila	\$50	\$30, sellers
Kowul, Ltd.	\$10	\$16, sellers
Lombon Fung Co., Ltd.	\$50	\$50, nominal
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